

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to:	Alaska Airlines, Inc. 2320 Sixth Avenue Seattle 1, Washington	Date:	* 25 March 1964 27 January 1964
Reference:	(a) Convair proposal TWX dtd 1-17-64 (b) Alaska Airlines TWX dtd 1-22-64	S. O. No.:	880-23-42
		W. O. No.:	30733

880M PROCEDURES TRAINER TIME

1. Alaska Airlines per reference (b) has accepted our proposal as offered in reference (a), covering 880M procedures trainer times utilizing Alaska Airlines instructors.
2. The rate shall be \$30.00 per trainer hour and shall commence February 12 through February 15 for a total of 20 hours.

RLW:mmm

* Revised to cancel, customer declined proposal. RLW:pb

R. H. Digges
D. H. Digges
Director of Contracts

Log No. 259 505

** 5 August 1963

* 25 July 1963

Subject: Alaska Airlines, Inc.
2020 Sixth Avenue
Seattle 1, Washington

Contract No. 1000-1000

S.O. No. 144-2540

U.O. No. 112

Reference: (a) (b) Alaska Airlines
Statement dated 25 June 1963

(b) Memo, J. Freeman to R. L. Wintringer
dated 23 July 1963

REASON FOR RETURN TO ALASKA AIRLINES

1. In accordance with Reference (a), this Service Order authorizes removal of JT-Eng No. 22-2700-181 from aircraft No. 700-100-1 for installation to Alaska Airlines 100-1000 (221 aircraft).

RE MED

AUG 7 '63

2. Said engine shall be returned by Convair on or before 12 July 1963 to Alaska Airlines and re-installed in 600 No. 1 aircraft. Upon re-delivery of said engine to Convair, Quality Control shall certify that it has been returned under all same stress level according to the Engine Log Book.

3. 20% ACCOUNTING CHARGE AND OIL:

Alaska Airlines, in accordance with the terms and conditions of the referenced Statement, has provided advance payment to the amount of \$6,200 to cover (a) 80% of engine usage costs and (b) 20% based on an anticipated engine utilization of 125 hours @ \$40.00 per hour. Convair Department of Revision to this Service Order, shall notify Convair that any amounts to be credited by Alaska Airlines of the new said engine to be returned to Convair.

4. Additional engine has been sold by Alaska in the amount of \$3,750 as per Purchase Order 70008 dated 16 March 1963.

Item No. 1424

D. H. Dugan
D. H. Dugan
Director of Statistics

5. This revision authorizes Accounting Department to invoice Alaska Airlines in the amount of \$288 representing seven hours and eleven minutes engine time over and above 125 hours engine utilization anticipated under paragraph 3 above.

6. In addition and per Reference (b), Accounting should obtain and invoice Alaska Airlines costs related to repair of flange on horsecollar Part No. 22-2700-181-02, and replacement of EPR transmitter Part No. 99-04906-007 which was not installed in subject engine when returned to Convair by Alaska Airlines. Also any costs associated with the thrust reverser or pump which was returned with the engine, however, related plumbing was not hooked up or safety wired.

✓ Revised to add Paras. 5 and 6 and Ref. (b)

** Revised 8-5-63 to delete last sentences of para. 6.

Sold to: Alaska Airlines, Inc.
12470 Sixth Avenue
Seattle 1, Washington

Date: 30 January 1963
S. O. No. 885-23-40

Reference: (a) GE - Alaska Airlines
Agreement dated 30 January
1963
(b) Engine E-403-105 Log Book

W. O. No. 30,000 Series

LEASE OF GE ENGINE TO ALASKA AIRLINES.

1. In accordance with Reference (a), this Sales Order authorizes removal of GE Engine S/N E-403-105 from aircraft 880 No. 1 for installation in Alaska Airlines' BAC Model 2-11 aircraft.

2. This engine shall be received by Convair on or before 1 March 1963 by Alaska Airlines and re-installed in 880 No. 1 aircraft. Upon delivery of this engine to Convair, Quality Control shall notify Convair to log the actual number of hours accumulated according to the Engine Log book.

ACCOUNTING DEPARTMENT USE ONLY.

Alaska Airlines, in accordance with the terms and conditions of the referenced agreement, has provided advance payment in the amount of \$5,000 to Convair. \$1,200 for engine change costs and \$1,500 based on anticipated engine utilization of 125 hours at \$40.00 per hour. Convair Department, by reference to this Sales Order, shall notify Accounting of amounts to be credited or debited Alaska Airlines at the time said engine is returned to Convair.

4. Pursuant to the terms outlined in Reference (a) the Accounting Department shall invoice Alaska Airlines in the amount of \$3,700 representing total engine utilization of 217 hours thirty minutes at \$40 per hour less advance payment received from Alaska Airlines in the amount of \$5,000 based on anticipated utilization of 125 hours.

EW

* Revised 3-6 to add Para. 4.

*** 518

John J. Dugan
John J. Dugan
Director of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 14 February 1962
S. O. No: 880-23-39

Reference: (a) Receipt dated 31 July 1961
from Alaska to Convair

W. O. No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
INSTALLATION OF FUEL IN SHIP NO. N-8477-H

- (1) Prior to the departure of Alaska Airlines Ship No. 54 (N-8477-H), 6,870 gallons (45,650 pounds) of fuel (kerosene) were placed aboard by Field Operations.
- (2) Costs in connection with this Sales Order will be recovered from the customer.

FOR ACCOUNTING DEPARTMENT ONLY

- (3) This Sales Order authorizes Accounting Department to invoice Alaska Airlines for the amount of fuel furnished pursuant to Paragraph (1) above. The original and eight (8) copies of the invoice are to be forwarded to S. J. Harris for transmittal to customer.

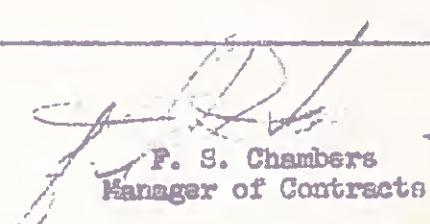
RECEIVED

FEB 15 '62

DATA &
PROCEDURES
ADMIN.

SJH:ed

Log No. 484


P. S. Chambers
Manager of Contracts

***Revised: 29 December 1961

(c) Verbal authorization, Chambers/McDonald,
29 December 1961

***Revised: 29 December 1961

~~(10) Pursuant to Reference (c), this Sales Order is hereby cancelled.~~

~~Change reference manufacturing sequence numbers.~~

~~***Revised to cancel per Reference (c).~~

J. H. Morris
J. H. Morris
Manager, I. C. Department

GLW

GENERAL DYNAMICS/CONVAIR

W. F. Brown
6142

ALASKA MINUTES

5 October 1961

No. 29

Model 22-3 #1

Reference: (a) Sales Order 880-23-38, rev. 4 October 1961
(b) Project Office Minutes #28, Alaska, dated
15 September 1961

ALASKA AIRLINES 860M

SALE OF ONE ADDITIONAL MODEL 22M AIRCRAFT (SERIAL #37)

TO ALASKA AIRLINES, INC.

As evidenced by reference (a), all affected departments are directed to cease work immediately on aircraft no. 37.

ACTION: By these minutes, all Engineering groups affected are to stop work immediately on any task as authorized by reference (b). Reference (b) minutes are hereby superseded until further notification. This action applies to EWO's 10123 through 10132 inclusive and COR's 22-21877 through 22-21886 inclusive.

F. Herbert Sharp
F. Herbert Sharp
Project Engineer

gt

J. Mathews

6-122

ALASKA MINUTES

15 September 1961

Model 22-23 #1

Minutes #28

RECEIVED

CONVAIR 880 - ALASKA AIRLINESSALE OF ONE (1) ADDITIONAL MODEL 22M AIRCRAFT (SERIAL NO. 37) TO ALASKA AIRLINES, 1 AUG 61Reference: (a) S.O. 880-23-38 dated 6 September 1961
(b) CFO #61-182 as revised 29 May 1961S.E.D.
SPECIFICATIONS &
OFFICE SERVICES

As evidenced by reference (a), Alaska Airlines has purchased one additional 22M aircraft. Consequently, Serial No. 37 is to be modified in accordance with reference (b) CFO. Accordingly, all Engineering Departments have been authorized to proceed with the necessary engineering to support preparation and delivery of this aircraft.

ACTION: By these Minutes, the Engineering Department is authorized to proceed immediately with the task as described in reference (b). Category I type EWO's are to be prepared in accordance with the following schedule:

Task	EWO	AWO	Affected Groups - Function #
Dual Collins 618S-1 HF	10123	30565	05, 49 *
Collins VHF	10124	30565	05, 49 *, 12
Dual Glide Slope 51V-3	10125	30565	05, 49 *
Cables Tape Reproducer	10126	30565	15, 49 *
Single Collins ATC Trans- ponder	10127	30565	05, 49 *, 12
Flight Data Recorder - United Data Control	10128	30565	05, 49*, 12
Overwater Provisions	10129	30565	03, 04, 05, 69 *, 61, 49 12,
Alaska Instrument Panel	10130	30565	05 *, 61, 49
Alaska Interior Configuration	10131	30565	02, 04, 69*, 61, 12, 17
Installation of Oven #1 Buffet	10132	30565	61*

Functional Groups identified above with an asterisk are designated as the Father Group for each task and are requested to prepare EWO's immediately to submit to Mr. D. Hardy, Cost and Schedules by 20 September 1961. Support Groups are to charge to functional EWO's except as noted in the schedule above. For Engineering purposes, this aircraft will remain identified as 22-3#1. Specification revisions in accordance with reference (b) are to be forwarded to Contracts as soon as practicable.

J. Herbert Sharp
F. H. Sharp
Project Engineer

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 24 August 1961
S.O. No. 880-23-37

Reference: (a) Alaska letter dated 1 August 1961 (611785) W.O. No: 30,000 Series
(b) CCP No. 25
(c) MCL No. 13,014
(d) D.I.B. No. 4.010

CONVAIR 880 - ALASKA AIRLINES

SPECIFICATION ADMINISTRATIVE CHANGE

Revision to Lavatory Coat Hook

- (1) Alaska Airlines has accepted by reference (a) Convair's proposal, reference (b), based upon MCL 13,014, reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in reference (b).
- (2) Engineering Specification Section will forward necessary revised specification pages to the Contracts Department as soon as practicable.
- (3) Incorporation of this change has no effect on delivery schedule, contract price, performance, or guaranteed weight empty.

14
RBC:bo


R. L. Wintringer
Acting Manager of Commercial Contracts

Log No. 256

Mathews, T. 6-122

GENERAL DYNAMICS/CONVAIR

ALASKA MINUTES

No. 27

30 August 1961

Model 22-21

Reference (a) Sales Order 880-23-37 dated 24 August 1961
(b) MCL 13,014
(c) CCP #25

CONVAIR 880 - ALASKA AIRLINES
SPECIFICATION ADMINISTRATIVE CHANGE
REVISION TO LAVATORY COAT HOOK

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MCL 13,014, Reference (b).

Description of Change:

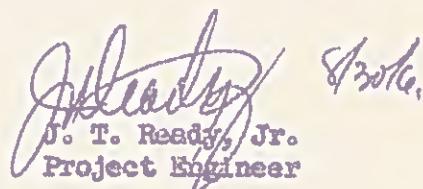
Page 87, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Revise below item as follows:

From: "One coat hook (folding-type on lavatory door)"

To: "One coat hook"

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.


J. T. Ready, Jr.
Project Engineer

JTR:MLC:cas

B 6-12

CONVAIR-SAN DIEGO

ACCOUNTING SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 7 August 1961
SO No: 880-23-35
WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES

CHANGE ORDER NO. 4

(1) Attached is a copy of Change Order No. 4 signed by Alaska Airlines, Inc. which amends Detail Specification Report No. ZD-22-323, dated 15 August 1960, to incorporate the Specification Change Nos. 11, 20, 21, 22, and 24 set out in Paragraph VI of said Change Order.

REC:ed

Log No: 2417

J. F. Chambers
J. F. S. Chambers
Manager of Commercial Contracts

cc: (all with attachment)
Arthur Anderson & Co.
R. F. Ashe
G. H. Blain
G. T. Bovee
G. H. Buchner
D. C. Burrows
F. S. Chambers
D. H. Diggins
Wm. Duarkson (Excc. Copy)
J. D. Eiland
R. D. Evans
O. W. Harper (2)
A. L. Hendricks
R. R. Hoover
W. J. Jason
H. A. Kayes

V. S. Mathews
C. L. Meador (2) 6-
A. G. Rothlisberg
C. C. Sawyer
I. D. Sykes
R. K. Waldo
R. B. Watts
J. G. Zevelo
Change Order No. 4
Sales Order File

CHANGE ORDER NO. 4

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

I. The Detail Specification Report ZD-22-323, dated 15 August 1960, is hereby amended to reflect certain changes, all as more particularly set forth in Specification Change No.'s 11, 20, 21, 22, and 24, Commercial Change Proposal Summary No. 3 and Specification Revision Pages dated 10 July 1961 attached hereto and made a part hereof.

II. Airplanes affected:

Undelivered - 1.

III. Effect on weight and balance:

As reflected in the Specification Changes and Commercial Change Proposal Summary No. 3 attached.

IV. Effect on performance:

As reflected in the Specification Changes and Commercial Change Proposal Summary No. 1 attached.

V. Effect on delivery:

None.

VI. This Change Order results in the following charges and/or credits:

A. Change No. 11 - Specification Administrative Change, Revision to Auxiliary Landing Gear Tail Skid, (Page 23)

No Charges or Credits

B. Change No. 20 - Tape Reproducer, Installation of (Pages 71, 79, and A-10)

Total Non-recurring Charges	\$ 1,304.00
Recurring Charge per Aircraft	1,197.00
Total Charges for 1 Aircraft	\$ 2,501.00

C. Change No. 21 - Main Tires, Fabric Reinforced, Installation of (Page A-14)

No Charges or Credits

CHANGE ORDER NO. 4

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between
Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

D. Change No. 22 - Specification Administrative Change,
Landing Gear Pin Indicator Lights (Page 21)

No Charges or Credits

E. Change No. 24 - Specification Administrative Change,
Revision to Paragraph 3.2.2.1 (Page 9)

No Charges or Credits

F. Summary of the foregoing charges and/or credits:

Total Non-recurring Charges	\$ 1,304.00
Recurring Charges per Aircraft	1,197.00
 Total Charges for 1 Aircraft	 \$ 2,501.00

VII. The attached Commercial Change Proposal Summary No. 3 and revised Specification Pages dated 10 July 1961 are hereby incorporated into and become a part of Detail Specification Report No. ZD-22-323 dated 15 August 1960.

VIII. Except as herein modified, all provisions of the Purchase Agreement and the Detail Specification shall remain in effect.

GENERAL DYNAMICS CORPORATION

By: /s/ F. S. Chambers

Title: Manager of Commercial Contracts

Accepted and Agreed to as of

this 27th day of July, 1961.

ALASKA AIRLINES, INC.

By: /s/ R. W. Gilbert

Title: Executive Vice President

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 19 July 1961
S.O. No: 880-23-34

Reference: (a) Alaska letter dated 11 July 1961 (611616)
(b) CCP No. 17
(c) MCL No. 13,011
(d) D.I.B. No. 4.010

W.O. No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES

SPECIFICATION ADMINISTRATIVE CHANGE

Miscellaneous Design Improvement Changes

- (1) Alaska Airlines has accepted by reference (a) Convair's proposal, reference (b), based upon MCL 13,011, reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in reference (b).
- (2) Engineering Specification Section will forward necessary revised specification pages to the Contracts Department as soon as practicable.
- (3) Incorporation of this change has no effect on delivery schedule, contract price, performance, or guaranteed weight empty.

RBC:ds

Log No. 2279

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

GENERAL DYNAMICS/CONVAIR

ALASKA MINUTES

No. 26

25 July 1961

Model 22-21
(#2)

Reference (a) Sales Order 880-23-34 dated 19 July 1961
(b) MCL 13,011
(c) CCP #17

CONVAIR 880 - ALASKA AIRLINES
SPECIFICATION ADMINISTRATIVE CHANGE
MISCELLANEOUS DESIGN IMPROVEMENT CHANGES

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MCL 13,011, Reference (b).

Description of Change:

Page 3a, GENERAL ARRANGEMENT:

Replace existing illustration with revised illustration which shows Krueger Flap installation between inboard pylon and fuselage, and trailing edge inboard flap extension.

Page 25, Paragraph 3.10.1.3 RUDDER SYSTEM:

Insert the following sentence after the third sentence:

"In addition, a hydraulically-operated servo unit powered from one hydraulic system shall be installed in the pedal linkage, in the nose wheel well, to reduce rudder pedal forces."

Page 26, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS:

Delete the paragraph and substitute the following:

"LIFT AND DRAG INCREASING DEVICE SYSTEMS: The trailing edge flaps and leading edge slats and flaps shall be operated by hydraulic power controlled by a single lever on the pilot's pedestal. The leading edge slats and flaps shall be operated through torque tubes from a gear box which is powered by two hydraulic motors, one motor connected to each hydraulic system. The trailing edge flaps shall be operated through torque tubes from a gear box which is powered by either of two motors, one motor connected to each hydraulic system. By means of "no-back" type devices incorporated in the screw jacks, each control system shall be irreversible to prevent flap motion from airload. Full trailing edge flap deflection and leading edge slat and flap extension shall be obtainable from either hydraulic system. A monitoring system shall be provided to preclude asymmetrical positioning of the trailing edge flap in the event of mechanical failure. A pair of lights, one amber and one green, shall be installed on the center instrument panel for each right and left hand set of leading edge devices (slats and flaps). Lights shall illuminate "green" when the devices have fully extended and shall

25 July 1961

Page 2

illuminate "amber" while the devices are in transit."

Page 50a, HYDRAULIC SYSTEM:

Replace the existing illustration in the specification with revised illustration which shows 100 percent flap power available from either No. 1 or No. 2 Systems, rudder pedal boost and deletes "TEMP. CONTROL" callout.

ACTION: Engineering Specification Section will forward necessary revised specification pages to the Contracts Department as soon as practicable.

J. T. Ready 7/26/61
J. T. Ready, Jr.
Project Engineer

JTR:MLC:cas

SALES ORDER

Alaska Airlines, Inc.
2120 30th Avenue
Seattle 1, Washington

*Revised: 27 October 1961
Date: 18 July 1961
S.O. No: 880-2-13

Reference: (a) Letter of Agreement, between Alaska Airlines, Inc. and General Dynamics/Convair dated 18 July 1961
(b) Sales Order 880-3-57
(c) Letter Agreement, dated 1 Sept. 1961
(d) Letter Agreement, dated 15 Sept. 1961
(e) Wire Agreement, dated 29 Sept. 1961
(f) Wire Agreement, dated 5 October 1961
(g) Wire Agreement, dated 10 October 1961

W.O. No: 30721

CONVAIR 880 - ALASKA AIRLINES

ALASKA FLIGHT TRAINING

Reference (a) sets forth the provisions of the Agreement providing for Convair flight training of Alaska Airlines personnel.

2. Pursuant to paragraph 1. above, this agreement authorizes the Flight Department to proceed with the conduct of said flight training program on or about 18 July 1961. Those concerned are hereby advised that a hold harmless agreement has been executed by Alaska Airlines in connection with said program.

Under the terms of this Agreement, Convair will conduct a maximum of forty (40) hours flight training under the following conditions:

- (a) Convair will furnish the service of a pilot captain and a flight engineer.
- (b) Convair will furnish normal line maintenance on the aircraft.
- (c) Alaska Airlines will maintain flight hull insurance on the aircraft for Alaska flight training.
- (d) Alaska Airlines will furnish or reimburse Convair for fuel and oil required for Alaska flight training.

The Agreement further states that a Convair flight crew consisting of a pilot captain and a flight engineer will accompany the airplane to the customer's base at or near Seattle, Washington following delivery in order to further assist the customer in his flight training program for a period not to exceed 30 days. It is anticipated that the customer will require training in addition to the forty (40) hours set forth in paragraph 1. above in order to qualify their flight personnel prior to aircraft delivery. If such additional training is required, the aforementioned 30 day period will commence immediately following the regular forty (40) hour training period. For such additional flight training the conditions set forth in paragraph 1. above will remain in effect.

3. Flight Department will advise Commercial Contracts by memo the number of block to block hours of flight instruction conducted pursuant to this Sales Order.

4. All costs in connection with this sales order including field operations charges are to be for the account of work order number 30721.

Alaska Airlines, Inc.
2121 Alaskan Avenue
Seattle 4, Washington

Comments: See page one

*Revised: 27 October 1961

Date: 27 October 1961

O.D. No: 800-242

V.O. No: 30721

8. Departments concerned are advised that Swissair Transport Co., Ltd. will also conduct a pilot training program in the Alaska model 221 aircraft (22-7-2) in accordance with Reference (b). Costs in connection with the Swissair flight training program will be segregated from those incurred by Alaska Airlines.
9. Overtime in connection with the completion of work performed in accordance with this order is authorized to the extent that such time is required.
9. References (c) through (g) provide for an extension of the services of Pilot Captain Adkins for the purpose of providing additional flight indoctrination assistance to the customer.
10. FOR ACCOUNTING DEPARTMENT ONLY.

The Accounting Department is requested to prepare an invoice to the customer for the services of Captain Adkins, referred to in Paragraph (9) above, in the amount of \$5,676.00. This covers a period of 43 days, September 1 through October 13, 1961.

Revised: To add Paragraphs (9) and (10).

F. S. Chamberlain
F. S. Chamberlain
Manager of Commercial Contracts

Revised: 6 July 1961

Date: 30 June 1961

S. No. 861-23-1

Convair Division, Inc.
333 State Avenue
Seattle 4, Washington

June

From: (a) Final letter dated 21 ~~June~~ 1961 (6/19/61) N.O. No. 30,000 Series
 (b) CCP No. 24
 (c) MCL No. 13,013
 (d) D.I.B. No. 4,010

CONVAIR 880 - ALASKA AIRLINES

SPECIFICATION ADMINISTRATIVE CHANGE

Color Coding, Revision to

(1) Alaska Airlines has accepted by reference (a) Convair's proposal, reference (b), based upon MCL 13,013, reference (c). Accordingly, all departments concerned are directed with incorporation of the change outlined in reference (b).

(2) Engineering Specification Section will forward necessary revised specification copy to the Contracts Department as soon as practicable.

(3) Incorporation of this change has no effect on delivery schedule, contract price, performance, or guaranteed weight empty.

MS
2164
Revised to correct Ref. (a) letter date

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

GENERAL DYNAMICS/CONVAIR

71 MARCH 6 1961

ALASKA MINUTES

No. 25

6 July 1961

Model 22-21
#2

Reference (a) Sales Order 880-23-32 dated 30 June 1961
(b) MCL 13,013
(c) CCP #24

RECEIVED

JUL 10 '61

PROJECT
SPEC.
GROUP

CONVAIR 880 - ALASKA AIRLINES
SPECIFICATION ADMINISTRATIVE CHANGE
COLOR CODING, REVISION TO

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MEL 13,013, Reference (b).

Description of Change:

Page 9, Paragraph 3.2.2.1 COLOR CODING:

Revise the paragraph as follows:

From: "COLOR CODING: All sections of plumbing shall be color coded and banded in accordance with Military Standards and, in addition, marking shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands and part number identifications shall be plastic tape in accordance with Standard AND 10375."

To: "COLOR CODING: All sections of plumbing, except engine and within fuel tanks, shall be color coded and banded. All plumbing shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands shall be plastic tape in accordance with Standard AND 10375."

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.

J. T. Ready, Jr. 7-7-61,
J. T. Ready, Jr.
Project Engineer

Convair-Can Div./Convair Division of General Dynamics Corporation

Sold to: General Electric Company
Aircraft Gas Turbine Division
Cincinnati 15, Ohio

Reference: (a) Memo, Freeman to McDonald,
dated 25 May 1961

SALES ORDER
*Revised: 17 October 1961
Date: 26 May 1961
S.O. No: 880-23-31
W.O. No: 30,000 Series

CHANGE CASCADE ON A/C 22-7-2 ENGINE NO. 4 (403-172)

- (1) This Sales Order authorizes all departments concerned to remove the engine in the No. 4 position from Aircraft No. 22-7-2 and change the cascade on the thrust reverser to the proper configuration for the No. 4 engine position.
- (2) All costs involved with this authorization are to be accumulated under the above Work Order with reference to this Sales Order.
- (3) The Material Department will negotiate the costs incurred by Convair with General Electric.

C A N C E L L E D

RECD

Log No. 2957

for *McDonald*
F. S. Chambers
Manager of Commercial Contracts

*Revised to Cancel per Memo, Mellison to McDonald, dated 27 September 1961.

ELA

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Revised: 5 June 1961

Date: 9 May 1961

SO No: 880-23-30

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINESCHANGE ORDER NO. 3

(1) Attached is a copy of Change Order No. 3 signed by Alaska Airlines, Inc., which amends Detail Specification Report No. ZD-22-323, dated 15 August 1960, to incorporate the Specification Change No. 18 set out in Paragraph VI of said Change Order.

(2) Attached is a copy of Amendment No. 1 to Change Order No. 3, signed by Alaska Airlines, Inc., which amends Detail Specification Report ZD-22-323 dated 15 August 1960 to incorporate Commercial Change Proposal Summary No. 2 and Specification pages dated 10 April 1961. Specification change No. 18 listed in Paragraph (1) above is superseded by Specification Change No. 18A.

MMR

HBC:hs

Wag No: 1887

Mr. [Signature]
for F. S. Chambers
Manager of Commercial Contracts

cc: Arthur Andersen & Co.
R. F. Ashe
G. H. Blain
G. T. Bovee
G. H. Buchner
D. C. Burrows
F. S. Chambers
G. A. Doss, Jr.
D. H. Diggins
J. D. Eiland
R. D. Evans
O. W. Harper (2)
A. L. Hendricks

R. R. Hoover (2)
W. J. Jason
H. A. Kayes
V. S. Mathews (2)
C. L. Meador (2)
R. C. Neal (Enc. Copy)
A. G. Rothlisberg
C. C. Sawyer
I. D. Sykes
R. K. Waldo
R. B. Watts
J. G. Zavely
File (2)

AMENDMENT NO. 1 TO CHANGE ORDER NO. 3

to

ALASKA AIRLINES, INC.
DETAIL SPECIFICATION REPORT NO. ZD-22-323
DATED 15 AUGUST 1960

1. Change Order No. 3 to Detail Specification Report No. ZD-22-323, dated 15 August 1960, is hereby amended pursuant to Paragraph VII thereof to incorporate Commercial Change Proposal Summary No. 2 and Specification Pages, dated 10 April 1961, attached hereto and made a part hereof.
2. The attached Commercial Change Proposal Summary No. 2 and Specification Pages, dated 10 April 1961, are hereby incorporated into and become a part of Detail Specification Report No. ZD-22-323 dated 15 August 1960.
3. Except as herein modified all provisions of Change Order No. 3 shall remain in effect.

GENERAL DYNAMICS CORPORATION

By: /s/ F. S. Chambers

Title: Manager of Commercial Contracts

Accepted and Agreed to as of

this 23 day of May 1961

ALASKA AIRLINES, INC.

By: /s/ R. W. Gilbert

Title: Executive Vice President

CONVAIR-SAN DIEGO

Sales Order

Sold to: Alaska Airlines, Inc.
220 Sixth Avenue
Seattle 1, Washington

Date: 27 April 1961

SO No: 880-23-29

Reference: (a) Alaska Letter, Sindt to
Chambers, dated 24 April 1961
(b) CCP No. 20
(c) MCL 13,074

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
TAPE REPRODUCER, INSTALLATION OF

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Tape Reproducer, Installation of, based upon MCL 13,074, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) Incorporation of this change results in an increase of 23 lbs. per aircraft. There is no effect on aircraft performance or delivery schedule.

AC
RBC:hs

Log No. 1610

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

H. Wetherum 6-12-2
CONVAIR-SAN DIEGO/CONVAIR A DIVISION OF GENERAL DYNAMICS CORPORATION

ALASKA MINUTES

NO. 21

1 May 1961

Model 22-21 #2

Reference: (a) Sales Order 880-23-29 dated 29 April 1961
(b) MCL/CPO 13,074
(c) CCP #20
(d) CIB Action Record MCL 22-13074 dated 3-28-61

RECEIVED

MAY 7 '61

*PROJECT
SPEC.
GROUP*

CONVAIR 880 - ALASKA AIRLINES
TAPE REPRODUCER, INSTALLATION OF

As evidenced by reference (a) Alaska Airlines has accepted our proposal, reference (c) for the installation of a tape reproducer in their aircraft. Accordingly all departments have been authorized to proceed with the incorporation of this change.

ACTION: By these minutes the Engineering Department is authorized to proceed immediately with the task as described in reference (b). EWO's are to be submitted to Cost and Schedules and shall be in agreement with reference (b). The schedule and implementation shall be in accordance with reference (d). Engineering O/B 5-22-61, Engineering F/R 6-12-61. Specification revisions in accordance with reference (c) are to be forwarded to Contracts as soon as practicable.

On Hold 5/7/61
J. T. Raady, Jr.
Project Engineer

JTR/MC/jp

CONVAIR-SAN DIEGO

Sales Order

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 19 April 1961
SO No: 880-23-28

Reference: (a) Alaska Letter, Sindt to
Chambers, dated 13 April 1961
(b) CCP No. 22
(c) MCL 13,012

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
LANDING GEAR PIN INDICATOR LIGHTS

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Landing Gear Pin Indicator Lights), based upon MCL 13,012, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contract Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

REC: 10

Log No. 1544

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

J. Mathews
CONVAIR-SAN DIEGO/CONVAIR DIVISION OF GENERAL DYNAMICS CORPORATION

6-192

ALASKA MINUTES

No. 20

24 April 1961

Model 22-21

Reference (a) Sales Order #880-23-28 dated 19 April 1961
(b) MCL 13,012
(c) CCP #22

RECEIVED

APR 26 '61

PROJECT
SPEC.
GROUP

CONVAIR 880 - ALASKA AIRLINES
LANDING GEAR PIN INDICATOR LIGHTS
SPECIFICATION ADMINISTRATIVE CHANGE

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MCL 13,012, Reference (b).

Description of Changes:

Page 21, Paragraph 3.8.1.5 LANDING GEAR SAFETY LOCK PINS:

Add the following to the end of the paragraph:

"Indicator warning lights shall be provided in the flight engineer's panel and shall be illuminated when the "safety lock" pins are inserted in the gear."

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.

J. T. Ready 4/26/61
J. T. Ready, Jr.
Project Engineer

JTR:MLC:cas

CONVAIR - SAN DIEGO

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 6 April 1961
SO No: 880-23-27
WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES

CRYSTAL CHART FOR 6186

(1) Listed below for departments concerned is the HF Crystal Chart for the Alaska Airlines Aircraft 22-7-2, Registration No. N-8477-H.

<u>Channel</u>	<u>Frequency</u>
1A	2931
2A	5521.5
3A	2973
4A	3023.5
5A	5499
6A	5544
7A	5611.5
8N	8364
9N	8871
10N	11356.5
11A	3411.5
12A	6567
13N	8939
14A	2945
15A	2987
16N	13274.5
17U	17906.5

28C
RBC:ha

Log No. 1140

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

CONVAIR-SAN DIEGO/CONVAIR DIVISION OF GENERAL DYNAMICS CORPORATION

ALASKA MINUTES

No. 19

11 APRIL 1961

Model 22-21 #2

Reference (a) Sales Order 880-23-27 dated 6 April 1961

CRYSTAL POSITION CHART

H. F. COMM

As Evidenced by Reference (a), Alaska Air Lines has submitted a list of frequencies required for their H. F. communications and the corresponding channel allocations.

Action: Engineering is hereby authorized to proceed with the incorporation of this information as applicable to AEM's and Engineering Releases.

J. T. Ready Jr.
J. T. Ready Jr.
Project Engineer

Jep

MR-4-21

AL-2-0-24

Re: to: Alaska Airlines, Inc.
2320 Sixteenth Avenue
Seattle, Washington

Date: 5 March 19

Reference: (a) CCP No. 21
(b) MCL 13,073

SD No: 880-3-6

WD No: 3,073-21

CONVAIR 820 - ALASKA AIRLINES
MAIN TIRES, FABRIC REINFORCED, INSTALLATION OF

1. Alaska Airlines has accepted Convair's proposal, Reference (a), Main Tires, Fabric Reinforced, Installation of, based upon MCL 13,073, Reference (b). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (b).
2. Engineering Specification Section will forward necessary revised Specification changes to the Contracts Department as soon as practicable.
3. Incorporation of this change results in an increase of 43 lbs. per aircraft. There is no effect on aircraft performance or delivery schedule.

Re: C:md

Log No: 1441

P. S. Chambers
P. S. Chambers
Manager of Commercial Contracts

V. M. [Signature]
6-122

CONVAIR-SAN DIEGO/CONVAIR DIVISION OF GENERAL DYNAMICS CORPORATION

ALASKA MINUTES

No. 24

26 May 1961

Model 22-21 #2

Reference (a) Sales Order 880-23-26 dated 5 April 1961
(b) MEL 13,073
(c) CCP #21

RECEIVED
MAY 31 '61
EFFECT
SPEC.
GROUP

CONVAIR 880 - ALASKA AIRLINES
MAIN TIRES, FABRIC REINFORCED, INSTALLATION OF

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MEL 13,073, Reference (b).

Description of Change:

Page A-14, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below item under "Description" as follows:

From: "8 Tire, Main Wheel (39 x 13)
Type VII 22 Ply Rating,
Skid Depth .25-inches)

U. S. Rubber"

To: "8 Tire, Main Wheel (39 x 13)
(Type VII, 22-Ply Rating,
Fabric-Reinforced Tread,
Skid Depth .35-inch)

U. S. Rubber"

Effect on Weight Empty: +23.0 pounds

Effect on Balance: +20,194 inch-pounds

Effect on Performance: None

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.

J. T. Ready, Jr.
J. T. Ready, Jr.
Project Engineer

6-122

CONVAIR-SAN DIEGO

ACCOUNTING SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 5 April 1961

SO No: 880-23-25

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES

CHANGE ORDER NO. 2

(1) Attached is a copy of Change Order No. 2 signed by Alaska Airlines, Inc., which amends Detail Specification Report No. 2D-22-323, dated 15 August 1960, to incorporate the Specification Change Nos. 1, 3, 4, 5, 6, 7, 9, 12, and 14 set out in Paragraph VI of said Change Order.

RECEIVED
APR 10 '61
PROJECT
SPEC.
GROUP

RBC
RBC:md

Log No: 1442

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

cc: (all with attachment)
Arthur Anderson & Co.
R. F. Ashe
G. H. Blain
G. T. Boves
G. H. Buchner
D. C. Burrows
F. S. Chambers
D. H. Digges
Wm. Duerksen (Exec. Copy)
J. D. Eiland
R. D. Evans
O. W. Harper (2)

A. L. Hendricks
R. R. Hoover
W. J. Jason
H. A. Kayes
V. S. Mathews
C. L. Meador (2)
A. G. Rothlisberg
C. C. Sawyer
I. D. Sykes
R. K. Waldo
R. B. Watts
J. G. Zevely
Change Order No. 2
Sales Order File

CHANGE ORDER NO. 2

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

I. The Detail Specification Report ZD-22-323 dated 15 August 1960 is hereby amended to reflect certain changes all as more particularly set forth in Specification Change Nos. 1, 3, 4, 5, 6, 7, 9, 12, and 14, Commercial Change Proposal Summary No. 1 and Specification Revision Pages dated 15 March 1961 attached hereto and made a part hereof.

II. Airplanes affected:

Undelivered - 1

III. Effect on weight and balance:

As reflected in the Specification Changes and Commercial Change Proposal Summary No. 1 attached.

IV. Effect on performance:

As reflected in the Specification Changes and Commercial Change Proposal Summary No. 1 attached.

V. Effect on delivery:

None

VI. This Change Order results in the following charges and/or credits:

A. Change No. 1 - Specification Administrative Change -
Revision to Paragraph 3.16.8.3.4 and to AIF Control
Panel P/N

No Charges or Credit

B. Change No. 3 - Specification Administrative Change -
Clarification of Cabin Ceiling Height

No Charges or Credit

C. Change No. 4 - Main System Hydraulic Pumps,
Change to

No Charges or Credit

D. Change No. 5 - Specification Administrative Change -
Addition of Static Inverter to Paragraph 3.16.2.4.1

No Charges or Credit

CHARGE ORDER NO. 2

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

E. Change No. 6 - Specification Administrative Change -
Revision to Engine Specification

No Charges or Credits

F. Change No. 7 - Specification Administrative Change -
Revision to Pilots' Instrument Panel Illustration
and to Paragraph 3.14.2

No Charges or Credits

G. Change No. 9 - Flight Data Recorder, Change to
Vendor of

Total Non-recurring Charges	\$ 2,597
Recurring Credit per Aircraft	427
Total Charges for 1 Aircraft	\$ 2,170

H. Change No. 12 - Specification Administrative Change -
Revision to Paragraph 3.17.1.7.1

No Charges or Credits

I. Change No. 14 - Specification Administrative Change -
Revision to Paragraphs 3.10.1.5.1 and 3.11.8

No Charges or Credits

J. Summary of the foregoing charges and/or credits:

Total Non-recurring Charges	\$ 2,597
Recurring Credit per Aircraft	427
Total Charges for 1 Aircraft	\$ 2,170

VII. The attached Commercial Change Proposal Summary No. 1 and revised
Specification Pages dated 15 March 1961 are hereby incorporated
into and become a part of Detail Specification Report No. ZD-22-323
dated 15 August 1960.

CHANGE ORDER NO. 2

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

VIII. Except as herein modified all provision of the Purchase Agreement and
the Detail Specification shall remain in effect.

GENERAL DYNAMICS CORPORATION

By: /s/ F. S. Chambers

Title: Manager of Commercial Contract

Accepted and Agreed to as of

this 31 day of March 1961.

ALASKA AIRLINES, INC.

By: /s/ M. E. Sharp

Title: Vice President, Administration

107A10 San Diego

ALOIS ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixty Avenue
Seattle 1, Washington

*Revised: July 1961
Date: 22 March 1961
SO No: 800-23-24

Reference: (a) Alaska letter, H. F. Sharp
to C. L. Mueller, dated
26 March 1961
(b) MCL 13,071
(c) Change Order No. 3
dated 2 April 1961
(d) Change Order No. 4
dated 2 April 1961

MO No: 10,000 Series

**CONVAIR 880 - ALASKA AIRLINES
CHANGES IN PASSENGER SHATING CONFIGURATION**

(1) This Sales Order authorizes all departments concerned to proceed immediately with the incorporation of MCL 22-13,071, Change in Passenger Shating Configuration.

(2) Alaska Airlines has accepted as evidenced by Reference (c) our proposal as outlined in Reference (b), MCL 13,071.

(3) Incorporation of this change results in an increase in aircraft weight empty of 744 pounds. There is no effect on aircraft performance or delivery schedule.

PL

----- 2195 -----
Revised to add Ref. (c) and Paras. (2) and (3).

all

H. F. Sharp
H. F. Sharp
Manager of Commercial Contracts

CONVAIR - San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: March 1961

SO No: 880-23-23

Reference: (a) Purchase Agreement between
General Dynamics Corporation
(Convair Division) and Alaska
Airlines, Inc., dated 15 June 1960

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
OFFICE EXPENSES

(1) This Sales Order is issued to authorize the Accounting Department to transmit all outstanding invoices for incidental expenses incurred by the customer (telephone, telegraph, etc.), to the following address:

ALASKA AIRLINES, INC.
2320 Sixth Avenue
Seattle 1, Washington

ATTENTION: Accounts Payable

RL
RBC:hs

Log No. 1140

F. G. Chambers
F. G. Chambers
Manager of Commercial Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

Alaska Minutes

23 March 1961

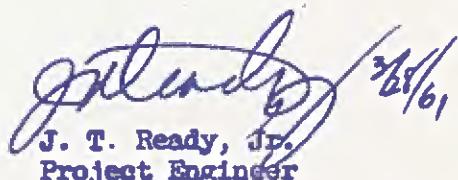
No. 18
Model 22-21#2

Reference: (a) Sales Order #880-23-24 dated 22 March 1961
(b) CPO #13,071 dated 7 March 1961
(c) CCP #18
(d) AVO Chief Engineer dated 23 March 1961

CHANGE IN PASSENGER SEATING CONFIGURATION

As evidenced by reference (a), the Engineering Department is directed to delete 72 first class passenger seats from 22-21#2 and replace with 95 coach passenger seats. These coach seats are to be procured from Teco, Inc. in accordance with reference (b).

ACTION: Engineering is authorized by reference (d) to proceed immediately with the task described in reference (b). EWO's are to be submitted to Cost and Schedules and shall be in agreement with the task estimated cost and schedules of reference (b). Specification revisions in accordance with reference (c) are to be forwarded to Contracts.


J. T. Ready, Jr.
Project Engineer

JTR:MLC:gt

CONVAIR - San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 27 February
SO No: 880-23-22

Reference: (a) Alaska Letter, Sndt to
Chambers, dated 23 February 1961
(b) CCP No. 11
(c) MCL 13,007

WO No: 30,000 Seri

CONVAIR 880 - ALASKA AIRLINES
REVISION TO AUXILIARY LANDING GEAR TAIL SKID

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Revision to Auxiliary Landing Gear Tail Skid), based upon MCL 13,007, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contract Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

RL
RBC:md

gll Log No. 993

D. H. Digges
D. H. Digges
Manager of Contracts

C
CONVAIR
A Division of General Dynamics Corporation
(San Diego)

ALASKA MINUTES

No. 17

10 March 1961

Model 22-21 #2

Reference (a) Sales Order #880-23-22 dated 27 February 1961
(b) MCL 13,007
(c) CCP #11

CONVAIR 880 - ALASKA AIRLINES
REVISION TO AUXILIARY LANDING GEAR TAIL SKID
SPECIFICATION ADMINISTRATIVE CHANGE

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (c), based upon MCL 13,007, Reference (b).

Description of Change:

Page 23, Paragraph 3.8.3 AUXILIARY LANDING GEAR (TAIL SKID):

Change the first line in the paragraph to read as follows:

From: "A retractable skid or"

To: "A skid or"

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contract Department as soon as practicable.

J. T. Ready 3/10/61
J. T. Ready, Jr.
Project Engineer

ccas

CONVAIR - San Diego

SALES ORDER

C
#

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 February 1

SO No: 880-23-21

Reference: (a) Alaska Letter, Sndt to
Chambers, dated 16 February 1961
(b) CCP No. 14
(c) MCL 13,009

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PARAGRAPHS 3.10.1.5.1 AND 3.11.8

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Revision to Paragraphs 3.10.1.5.1 and 3.11.8), based upon MCL 13,009, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contract Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

JK RBC:md

Log No. 830

R. K. Kauthers
for D. H. Digges
Manager of Contracts

CONVAIR-SAN DIEGO/CONVAIR DIVISION OF GENERAL DYNAMICS CORPORATION

ALASKA MINUTES

No. 22

24 May 1961

Model 22-21 #2

Reference (a) Sales Order 880-23-21 dated 20 February 1961
(b) CCP #14
(c) MCL 13,009

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PARAGRAPHS 3.10.1.5.1 and 3.11.8
SPECIFICATION ADMINISTRATIVE CHANGE

Alaska Airlines accepted, as evidenced by Reference (a), Convair's proposal, Reference (b), based upon MCL 13,009, Reference (c).

Description of Change:

Page 26, Paragraph 3.19.1.5.1 - Stabilizer Trim Control:

Delete the last two sentences and substitute the following:

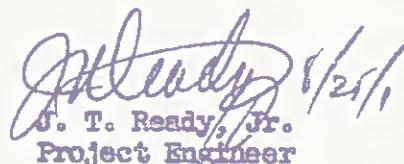
"A switch, guarded in the on position, shall be installed on the pedestal to shut off all hydraulic power to the stabilizer screw-jack. A three-position momentary switch shall be installed on the pedestal which, after the hydraulic shutoff switch is moved to "OFF", operates the standby electrical-mechanical stabilizer trim control. In addition, hand cranks shall be installed on the pedestal for emergency manual stabilizer trim control".

Page 28, Paragraph 3.11.8 - Inspection and Maintenance:

Delete the last sentence and substitute the following:

"Each engine QBC (quick engine change build-up) shall be interchangeable and replaceable as a complete assembly, except for reverser cascades, and certain accessories which may not be required on individual installations".

ACTION: Engineering Specification Section will forward necessary revised specification pages to the Contracts Department as soon as practicable.


J. T. Ready, Jr.
Project Engineer

CONVAIR - San Diego

SALES ORDER

C
#1

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 February 1961

SO No: 880-23-20

Reference: (a) Alaska Letter, Sndt to
Chambers, dated 16 February 1961
(b) CCP No. 12
(c) MCL 13,008

WO No. 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PARAGRAPH 3.17.1.7.1

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Revision to Paragraph 3.17.1.7.1), based upon MCL 13,008, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

Bl
RBC:md

Bl
Log No. 829

J. B. Ganters
for D. H. Digges
Manager of Contracts

CONVAIR-SAN DIEGO/CONVAIR DIVISION OF GENERAL DYNAMICS CORPORATION

ALASKA MINUTES

No. 23

24 May 1961

Model 22-21 #2

Reference (a) Sales Order 880-23-20 dated 20 February 1961
(b) CCP #12
(c) MCL 13,008

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PARAGRAPH 3.17.1.7.1
SPECIFICATION ADMINISTRATIVE CHANGE

Alaska Airlines has accepted, as evidenced by Reference (a), Convair's proposal, Reference (b), based upon MCL 13,008, Reference (c).

Description of Change:

Page 76, Paragraph 3.17.1.7.1 POWER CONTROLS:

Delete the paragraph and substitute the following:

"3.17.1.7.1 POWER CONTROLS: One "NORMAL" and one "ESSENTIAL" switch located accessible to both pilots, shall control the ac and dc power to the radio equipment. The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, DME No. 1 and No. 2, if installed and ATC transponder No. 1 and No. 2, if installed. The "ESSENTIAL" switch shall control the VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, radio compass No. 1, navigation instrument transformer No. 1, and HF communication No. 1. The emergency dc bus, through suitable circuit breakers, shall power the audio selector panels, the public address amplifier, the interphone, the pilot compartment speaker, the flight data recorder, and the tape reproducer, if installed. All No. 1 normal radio equipment shall be supplied by a separate ac and dc line. All No. 2 normal radio equipment shall be supplied by a second separate ac and dc line. Protection shall be provided for each line. The power supply, feeder wires, circuit protection for equipment which back up each other functionally shall be separated in a manner that will preclude operation failure of both if any one circuit protective device feeder wire or power supply fails. Illumination shall be provided for the circuit breakers.

ACTION: Engineering Specification Section will forward necessary revised specification pages to the Contracts Department as soon as practicable.

J. T. Ready, Jr.
J. T. Ready, Jr.
Project Engineer

JTR:JMC:cas

CONVAIR - San Diego

SALES ORDER

*CC
#2*

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 16 January 196

SO No: 880-23-19

Reference: (a) CCP No. 9
(b) MCL 13,062

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
FLIGHT DATA RECORDER, CHANGE TO VENDOR OF

- (1) Alaska Airlines has accepted Convair's proposal, Reference (a), Flight Data Recorder, Change to Vendor of, based upon MCL 13,062, Reference (b). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (b).
- (2) Engineering Specification Section will forward necessary revised Specifica pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

WJ
RBC:md

SLH
Log No. 330

R. B. Carothers
for D. H. Digges
Manager of Contracts

C O R V A I S
A Division of General Dynamics Corporation
(San Diego)

22-21-2

REV 00003

No. 16

Revised 10 Feb 1961

RECEIVED
FEB 14 '61

PROJECT
SPEC.
GROUP

Reference: (a) Sales Order 260-23-17, dated 16 January 1961
(b) CCP 49
(c) DPO-ME. 13062

As evidenced by Reference (a), Alaska Airlines has accepted Convair's proposal (Reference (b)) authorizing the installation of a United Data Control Flight Data Recorder, Model ~~5420~~, in lieu of the Wenta King Flight Data Recorder. FA-5421

This task is to be accomplished for Model 22-21 #2 only.

ACTION: All affected Engineering groups are authorized by AVO from the Chief Engineer to proceed with the task as outlined in Reference (c), pending receipt of budget. Affected groups are directed to submit detailed EWO's to Cost and Schedules for approval by the Project Office within 10 days. The Specification Group will forward the necessary revised specification pages to the Contracts Department as soon as practicable.

2/14/61
R. G. Staley / 2/14/
J. T. Head Jr.
Project Engineer

JTH-MIC/mss

CONVAIR - San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 11 January 1961

SO No: 880-23-18

Reference: (a) Alaska Letter, Sndt to
Chambers, dated 5 January 1961
(b) CCP No. 7
(c) MCL 13,006

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PILOTS' INSTRUMENT
PANEL ILLUSTRATION AND TO PARAGRAPH 3.14.2

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Revision to Pilots' Instrument Panel Illustration and to Paragraph 3.14.2), based upon MCL 13,006, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

RBC:md

Log No. 366

R. S. Parther
for D. H. Digges
Manager of Contracts

CO N V A I R
A Division of General Dynamics Corporation
(San Diego)

26 January 1961

No. 15

ALASKA MINUTES

Model 22-21 72

Reference: (a) S. O. 880-23-18 dated 11 January 1961
(b) CCP No. 7
(c) MEL 13,006

REVISION TO PILOTS' INSTRUMENT
PANEL ILLUSTRATION AND TO PARAGRAPH 3.14.2

SPECIFICATION ADMINISTRATIVE CHANGE

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based upon MEL 13,006, Reference (c).

Description of Change:

Page 43a, PILOT'S AND COPILOT'S INSTRUMENT PANELS

Replace above illustration in specification with copy
which was revised to be in agreement with actual instrument
installation.

Page 45, Paragraph 3.14.2 FLIGHT AND NAVIGATIONAL INSTRUMENTS -
EQUIPMENT INTERCONNECTION AND DESCRIPTION:

In the third line, change "center engine" to "copilot's"

ACTION:

Engineering Specification Section will forward necessary
revised Specification pages to the Contracts Department
within four weeks of Sales Order date.

Attwells 1/21
A. J. Attwells
Project Engineer

AJS/JMC/djb

CONVAIR - San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 10 January 1961

SO No: 880-23-17

Reference: (a) Letter, R. J. Bowers to R. B. Carothers,
dated 7 September 1960.

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES

ASSIGNMENT OF REGISTRATION NUMBER

(1) In accordance with Reference (a) letter the following registration number is assigned to the one (1) Alaska Model 880 aircraft:

Basic Version Number

22-07-02

Registration Number

N 8477H

RP/RL
RBC:md

Log No: 365

R. B. Carothers
D. H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

26 January 1961

Model 22-21-2

No. 14

ALASKA MINUTES

Reference: (a) S. O. 880-23-17 dated 10 January 1961

ASSIGNMENT OF REGISTRATION NUMBER

In accordance with Reference (a) Sales Order, the following registration number is assigned to the one (1) Alaska Model 880 aircraft:

Basic Version Number

22-07-02

Registration Number

N 8477H

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department within four weeks of Sales Order.

J. T. Ready 1/27
J. T. Ready, Jr.
Project Engineer

JTR/JSC/djb

CONVAIR - San Diego

SALES ORDER

C
#2

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 4 January 1961

SO No: 880-23-16

Reference: (a) Alaska Letter, Sndt to
Chambers, dated 27 December 1960
(b) CCP No. 6
(c) MCL 13,005

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
REVISION TO ENGINE SPECIFICATION

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Revision to Engine Specification, based upon MCL 13,005, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

JK RBC:md

Log No. 151

B. Knott
by D. H. Digges
Manager of Contracts

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

12 January 1961
Revised 13 January 1961*

No. 13

ALASKA MINUTES

Model 747-1
22-21 #2

Reference: (a) S. O. 880-23-16 dated 4 January 1961
(b) CCP No. 6
(c) MCL 13,005

REVISION TO ENGINE SPECIFICATION

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based upon MCL 13,005, Reference (c).

Description of Change:

Page 2, Paragraph 2.2 ENGINE SPECIFICATION:

Revise the paragraph as follows:

From: "General Electric Engine Specification E-723h dated 1 September 1959 shall apply."

To: "General Electric Engine Specification E-790 dated 11 July 1960 with Reverser Specification E-725a dated 11 July 1960 and Suppressor Specification E-731f dated 11 July 1960 shall apply."

Page 4, Paragraph 3.1.1.1 PERFORMANCE:

In the eighth line, change "CJ-905-3B" to "CJ-805-3B".

In the ninth line, change "E-723h, dated 1 September 1959" to "E-790, dated 11 July 1960".

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Revise the following item under "POWER PLANT EQUIPMENT" as follows:

From: "4 Engine, Complete *(Dry) Gen. Electric CJ-805-3B 12980.0"

To: "4 Engine, Complete *(Dry) Gen. Electric CJ-805-3B 12980.0"
Spec. No.
E-790
dated 7-11-60

ACTION: Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department within four weeks of Sales Order date.

*Revised to correct Model Number

JTR/JMC/db

J. T. Ready, Jr.
J. T. Ready, Jr.
Project Engineer
1/13/61

CONVAIR - San Diego

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Reference: (a) Wire, Digges to Sindt, dated
28 December 1960
(b) Wire, Alaska to Convair, dated
29 December 1960
(c) Wire, Chambers to Sharp, dated
24 January 1961.
(d) Wire, Sharp to Chambers, dated
26 January 1961.

SALES ORDER

Revised: 26 January 1961
Revised: 24 February 1961
Date: 29 December 1960

SO No: 880-23-15

WO No: 30,000 Series

(e) Wire, Chambers to Sharp, date
22 February 1961.
(f) Wire, Sharp to Chambers, date
23 February 1961

CONVAIR 880 - ALASKA AIRLINES

SERVICES OF FLIGHT ENGINEER INSTRUCTOR

(1) This Sales Order authorizes the Engineering Department to furnish the services of a flight engineer instructor to Alaska Airlines in Seattle, Washington, for the purpose of monitoring a pilots' ground school training program. This training program will commence on 3 January 1961 and will continue for approximately 30 days.
W/ 90

(2) The Engineering Department is requested to advise the Contracts Department of the days spent away from San Diego by said instructor.

(3) The cost of air transportation and daily per diem will be recovered from the customer.

NSC

REC

gsl

Log No: 880-560 907

Re:

Revised to change from 30 to 60 days in paragraph (1), and to add References (c) and (d).

DR: 1/29/61

*D. H. Digges
Manager of Contracts*

Revised to change from 60 to 90 days in paragraph (1), and to add References (e) and (f).

CONVAIR - San Diego

SALES ORDER

CO
82

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 9 December 1960

SO No: 880-23-13

Reference: (a) Alaska Letter, Sndt to
Digges, dated 1 December 1960
(b) CCP No. 4
(c) MCL 13,053

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
MAIN SYSTEM HYDRAULIC PUMPS, CHANGE TO

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Main System Hydraulic Pumps, Change to, based upon MCL 13,053, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) Incorporation of this change results in an increase of 31 lbs. per aircraft. There is no effect on aircraft performance or delivery schedule.

REC:ha

Log No: 3428

R. B. Paethers
for D. H. Digges
Manager of Contracts

C
H

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

19 December 1960

No. 11

ALASKA MINUTES

Model 22-23

Reference: (a) S. O. 880-23-13 dated 9 December 1960
(b) CCP No. 4
(c) MEL 13,053

MAIN SYSTEM HYDRAULIC PUMPS, CHANGE TO

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based upon MEL 13,053, Reference (c).

Incorporation of this change results in an increase of 31 lbs. per aircraft. There is no effect on aircraft performance or delivery schedule.

Description of Change:

Page A-12, APPENDIX I-C, HYDRAULIC AND PNEUMATIC EQUIPMENT:

Revise the below item under "Description" as follows:

From: "4 Pump, Main System
(Variable Displacement

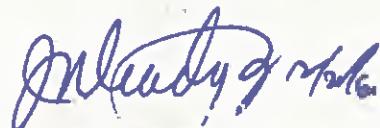
Ham. Standard"

To: "4 Pump, Main System
(Variable Displacement
Type)

Vickers

AS-61695-L-2

ACTION: All concerned are authorized to proceed with the above. Engineering Specification Section will forward necessary revised Specifications pages to the Contracts Department within four weeks of Sales Order date.



J. T. Ready, Jr.
Project Engineer

PHS/JMC/db

C C
6
CONVAIR - San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 9 December 1960

SO No: 880-23-12

Reference: (a) Alaska Letter, Sindt to
Chambers, dated 1 December 1960
(b) CCP No. 5
(c) MCL 13,004

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
ADDITION OF STATIC INVERTER TO PARAGRAPH 3.16.2.4.1

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Addition of Static Inverter to Paragraph 3.16.2.4.1), based upon MCL 13,004, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

REC: *ED* Log No. *3429*

ED *DT*

R. K. Rutherford
D. H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

28 December 1960

No. 12

ALASKA MINUTES

Model 22-23

Reference: (a) S. O. 880-23-12 dated 9 December 1960
(b) CCP No. 5
(c) MCL 13,004

ADDITION OF STATIC INVERTER TO PARAGRAPH 3.16.2.4.1
SPECIFICATIONS ADMINISTRATIVE CHANGE

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based on MCL 13,004, Reference (c).

Description of Change:

Page 52, Paragraph 3.16.2.4.1 - POWER TRANSFER:

Add the following to the end of paragraph:

"A static inverter, connected to the battery, shall be provided for engine ground start when external a-c electrical power is not available".

ACTION: All concerned are authorized to proceed with the above. Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department within four weeks of Sales Order date.

Mr. L. Clayton
for J. T. Ready, Jr.
Project Engineer

JTR/JMC/djb

CO/H

CONVAIR - San-Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 8 December 1960

SO No: 880-23-11

Reference: (a) Alaska Letter, Sindt
to Carothers, dated
22 November 1960
(b) CCP No. 3
(c) MCL 13,003

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
CLARIFICATION OF CABIN CEILING HEIGHT

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Clarification of Cabin Ceiling Height), based upon MCL 13,003, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

gfl
REC:ha

Sept 7th
Log No. 3396

D. H. Digges
D. H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

16 December 1960

No. 10

ALASKA MINUTES

Model 22-23

Reference: (a) S. O. 880-23-11 dated 8 December 1960
(b) CCP No. 3
(c) MCL 13,003

SPECIFICATION ADMINISTRATIVE CHANGE

CLARIFICATION OF CABIN CEILING HEIGHT

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based upon MCL 13,003, Reference (c).

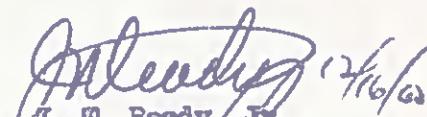
Description of Change:

Page 89, Paragraph 3.19.3.1.1 - PASSENGER COMPARTMENT:

Revise the last sentence to read as follows:

"The clear ceiling height in the main cabin shall be approximately 85 inches at the airplane centerline except in the area of the dropped ceiling which shall be approximately 78 inches".

ACTION: All concerned are authorized to proceed with the above. Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department within four weeks of Sales Order date.


J. T. Reedy, Jr.
Project Engineer

JTR/JMC/db

W. C. Foty

6-122

CONVAIR - San Diego

SALES ORDER

*C 0
4*

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 8 December 1960

SO No: 880-23-10

Reference: (a) Alaska Letter, Sndt to
Carothers, dated 22
November 1960
(b) CCP No. 1
(c) MCL 13,001

WO No: 30,000 Series

CONVAIR 880 - ALASKA AIRLINES
REVISION TO PARAGRAPH 3.16.8.3.4 ADD TO AIF CONTROL PANEL P/N

- (1) Alaska Airlines has accepted by Reference (a), Convair's proposal, Reference (b), Specification Administrative Change (Revision to Paragraph 3.16.8.3.4 and to AIF Control Panel P/N), based upon MCL 13,001, Reference (c). Accordingly, all departments concerned are directed to proceed with incorporation of the change outlined in Reference (c).
- (2) Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department as soon as practicable.
- (3) This change has no effect on aircraft weight empty. There is no effect on aircraft performance or delivery schedule.

78L
RBC:hs

Log No: 3395

1432 Dunbar St
702 D. H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

16 December 1960

No. 9

Model 22-23

ALASKA MINUTES

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Reference: (a) S. O. 880-23-10 dated 8 December 1960
(b) CCP No. 1
(c) MCL 13,001

DEC 22 '61

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SPECIFICATION ADMINISTRATIVE CHANGE

REVISION TO PARAGRAPH 3.16.8.3.4 AND TO ADF CONTROL PANEL P/N

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), based upon MCL 13,001, Reference (c).

Description of Change:

Page 63, Paragraph 3.16.8.3.4 - READING LIGHTS:

Delete the last seven words in the fourth sentence, which reads as follows, and repunctuate sentence:

"and placarded to clearly indicate its function".

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "Control Panels" as follows:

From: "2 Radio Compass (ADF) Collins 614L-5"

To: "2 Radio Compass (ADF) Collins 614L-6"

ACTION: All concerned are authorized to proceed with the above. Engineering Specification Section will forward necessary revised Specification pages to the Contracts Department within four weeks of Sales Order date.

J. T. Ready, Jr.
J. T. Ready, Jr.
Project Engineer

JTR/JMC/db

6-122

CONVAIR - San Diego

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

ACCOUNTING SALES ORDER

Date: 23 September 1960
SO No: 820-23-9
WO No: 30,000 Series

ALASKA AIRLINES

CHANGE ORDER NO. 1

(1) Attached is a copy of Change Order No. 1 signed by Alaska Airlines, Inc., which amends Detail Specification Report No. ZD-22-300 dated 1 November 1959, to incorporate the various changes set out in Paragraph VII of said Change Order.

RECEIVED

6/14/60

PROJECT
SPEC
GROUP

sent for
T.J.S.

75C

Di

RBC:ha

Log No. 2786

R. K. Kastner
for D. H. Digges
Manager of Contracts

cc: (all with attach.)
Arthur Anderson & Co.
R. F. Ashe
G. H. Blain
G. T. Bovee
A. J. Braudic
W. R. Bruce
E. Burke (w/attach copy)
D. C. Burrows (w/attach 2)
D. H. Digges
J. D. Eiland
R. D. Evans
W. W. Fox
K. G. Golom
D. W. Harper (w/attach 4)
W. B. Harwell

J. R. Herbig
R. R. Hoover
W. J. Jason
H. A. Kayes
H. F. King
C. Kunze
C. L. Meador (2)
J. D. Milling
E. F. Monsees
A. G. Rothlisberg
C. C. Sawyer
T. J. Sullivan
C. Wallman
R. B. Watts
J. G. Zevely
Change Order No. 1 (no attach.)
Sales Order File (no attach.)

Change Order No. 1

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between
Alaska Airlines, Inc., and General Dynamics Corporation (Convair Division)

and

Amendment No. 1
to the aforesaid Agreement

- I. This Change Order is issued to amend the Alaska Airlines, Inc., Detail Specification and the Purchase Agreement dated 15 June 1960 (hereinafter referred to as the "Purchase Agreement").
- II. The Detail Specification Report No. ZD-22-300 dated 1 November 1959, together with Addendum No. II thereto dated 18 May 1960, is hereby amended to incorporate the certain changes all as more particularly described below.

III. Aircraft affected:

Undelivered - 1

IV. Effect on weight and balance:

As reflected in the revised specification weight page

V. Effect on performance:

None

VI. Effect on delivery:

None

VII. This Change Order results in the following charges and/or credits:

A. Master Change Log 13,051 - Installation of Dual MF System

Total Non-recurring Charges	\$ None
Recurring Charge per Aircraft	\$ 24,577
Total Charges for 1 Aircraft	\$ 24,577

B. Master Change Log 13,054 - Installation of Center Section Fuel (3 Bay)

Total Non-recurring Charges	\$ None
Recurring Charge per Aircraft	\$ 28,250
Total Charges for 1 Aircraft	\$ 28,250

Change Order No. 1

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

C. Master Change Log 13,055 - Installation of
12 Place Lounges

No Charges or Credits

D. Master Change Log 13,056 - Installation of
Convair Furnished Buffets

Total Non-recurring Charges	None
Recurring Charge per Aircraft	\$ 27,500
Total Charges for 1 Aircraft	\$ 27,500

E. Master Change Log 13,057 - Deletion of Tourist
Seating and Substitution of First Class
Arrangement

Total Non-recurring Charges	None
Recurring Credit per Aircraft	\$ 6,600
Total Credit for 1 Aircraft	\$ 6,600

F. Master Change Log 13,058 - Installation of
Waste King Flight Data Recorder

Total Non-recurring Charges	\$ 266
Recurring Charge per Aircraft	\$ 7,834
Total Charges for 1 Aircraft	\$ 8,100

G. Master Change Log 13,059 - Installation of
Single Collins ATE Transponder

Total Non-recurring Charges	\$ 334
Recurring Charge per Aircraft	\$ 4,451
Total Charges for 1 Aircraft	\$ 4,785

H. Summary of the foregoing charges and/or credits:

Total Non-recurring Charges	\$ 600
Total Recurring Charges	\$ 86,012
Total Charges for 1 Aircraft	\$ 86,612

Change Order No. 1

pursuant to

Article 5 of Purchase Agreement dated 15 June 1960
by and between

Alaska Airlines, Inc. and General Dynamics Corporation (Convair Division)

VIII. The Detail Specification Report No. ZD-22-300 dated 1 November 1959 together with Addendum No. II thereto dated 18 May 1960 is hereby redesignated "Detail Specification Report No. ZD-22-323 dated 15 August 1960" (Exhibit "A") attached hereto and made a part hereof. Hereafter all references in the Purchase Agreement to Detail Specification Report No. ZD-22-300 dated 1 November 1959 together with Addendum No. II thereto dated 18 May 1960 shall be considered amended to "Detail Specification Report No. ZD-22-323 dated 15 August 1960".

IX. Except as herein modified all provisions of the Purchase Agreement and the Detail Specification shall remain in effect.

GENERAL DYNAMICS CORPORATION

BY: /s/ T. J. Sullivan

Title: Assistant Manager
Convair Division (San Diego)

Accepted and Agreed to as of this

19 day of September 1960.

ALASKA AIRLINES, INC.

BY: /s/ Morrell E. Sharp

Title: Vice President - Administration

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 5 August 1960
S.O. No: 880-23-8

Reference: (a) Wire, Alaska Airlines to
Convair, dated 4 August 1960
(b) Wire, D.H. Digges to G. Sindt,
dated 8 July 1960
(c) MCL No. 13,059
(d) Wire, Sindt to Garothers,
dated 10 August 1960

W.O. No: 30,000 Series

ALASKA AIRLINES - COLLINS ATC TRANSPONDER, INSTALLATION OF

(1) Alaska Airlines has accepted, as evidenced by References (a), our proposal, Reference (b), for the installation of a single Collins ATC transponder in the one (1) Alaska Airlines Model 22M aircraft. Accordingly, all departments concerned are directed to proceed with the change as outlined in Reference (c).

(2) This change results in an increase of 25 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.

(3) The Engineering Specification Section will incorporate the above change in Detail Specification 2D-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement.

[Signature]
RBC:ha

Log No: 2298

[Signature]
for D. H. Digges
Manager of Contracts

CO N V A I R
A Division of General Dynamics Corporation
(San Diego)

17 August 1960

ALASKA MINUTES

No. 8
Model 22-21-2

Reference: (a) S. O. 880-23-8 dated 5 August 1960
(b) MCL No. 13,059

ALASKA AIRLINES - COLLINS ATC TRANSPONDER, INSTALLATION OF

Alaska Airlines has accepted, as evidenced by Reference (a), our proposal Reference (b), for the installation of a single Collins ATC Transponder in the one (1) Alaska Airlines Model 22M aircraft, scheduled for delivery in April 1961.

This task is to be accomplished for Model 22-21 #2 only.

ACTION: Engineering groups are requested to immediately prepare detail EWO's cutlining above task and including the manpower spread and schedule. These EWO's are to be prepared and processed within ten days. Authority to go-ahead immediately has been given by Chief Engineer by AVO this date.

*J. T. Ready, Jr.
Project Engineer*

JTR:AA:d

RECEIVE

AUG 16 '66

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GROUP

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 5 August 1960
S.O. No: 880-23-7

Reference: (a) Wire, Alaska Airlines to
Convair, dated 4 August 1960
(b) Wire, D.H. Digges to G. Sindt,
dated 8 July 1960
(c) MCL No. 13,058
(d) Wire, Sindt to Carothers,
dated 10 August 1960

W.O. No: 30,000 Series

ALASKA AIRLINES - WASTE KING FLIGHT DATA RECORDER, INSTALLATION OF

and (d)

- (1) Alaska Airlines has accepted, as evidenced by References (a) / our proposal, Reference (b), for the installation of a Waste King flight data recorder in the one (1) Alaska Airlines Model 224 aircraft. Accordingly, all departments concerned are directed to proceed with the change as outlined in Reference (c).
- (2) This change results in an increase of 22 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.
- (3) The Engineering Specification Section will incorporate the above change in Detail Specification TD-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement.


RBC:hs

Log No: 2299


K.H. Carothers
D. H. Digges
Manager of Contracts

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 5 August 1960
S.O. No: 880-23-6

Reference: (a) Wire, Alaska Airlines to Convair, W.O. No: 30,000 Series
dated 4 August 1960
(b) Wire, D.H. Digges to G. Sindt,
dated 8 July 1960
(c) MCL No. 13,051
(d) Wire, Sindt to Carothers,
dated 10 August 1960

ALASKA AIRLINES - DUAL HF SYSTEM, INSTALLATION OF

and (d)

- (1) Alaska Airlines has accepted, as evidenced by References(a), our proposal, Reference (b), for the installation of a Collins dual HF communication system in the one (1) Alaska Airlines Model 22M aircraft. Accordingly, all departments concerned are directed to proceed with the change as outlined in Reference (c).
- (2) This change results in an increase of 186 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.
- (3) The Engineering Specification Section will incorporate the above change in Detail Specification ZD-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement.

REC:hs

Log Nos 2297

R.S. Carothers
for D. H. Digges
Manager of Contracts

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 July 1960

S.O. No: 880-23-5

Reference: (a) Wire, G. Sindt to R. B.
Carothers, dated 19 July 1960
(602179)
(b) MCL No. 13,057

W.O. No: 30,000 Series

TOURIST SEATING, DELETION OF

- (1) Pursuant to the authority contained in Reference (a), this Sales Order authorizes all concerned to delete the tourist seats from the Alaska Airlines 22M aircraft and substitute in lieu thereof first class seats throughout.
- (2) Engineering Specification Section will incorporate the above change in Detail Specification ZD-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement.
- (3) Weight effect, if any, will be reflected by revision to this Sales Order.
- (4) The redesignated Specification is to be made available for the customer by 1 August 1960.

+SC

ELM:b

Log No: 2082

H. H. Dugge
H. H. Dugge
Manager of Contracts

RECEIVED

JUL 25 '60

PROJECT
SPEC.
GROUP

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 July 1960

S.O. No: 880-23-4

Reference: (a) Wire, G. Sindt to R. B.
Carothers, dated 18 July 1960
(602148)
(b) Wire, D. H. Digges to G. Sindt,
dated 8 July 1960
(c) MCL No. 13,056

W.O. No: 30,000 Series

ALASKA AIRLINES - CONVAIR FURNISHED BUFFETS, INSTALLATION OF

- (1) Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), for the installation of Convair furnished, TWA type, buffets (three (3) per aircraft) in the one (1) Alaska Airlines Model 22M aircraft. Accordingly, all departments concerned are directed to proceed with the change outlined in Reference (c).
- (2) This change results in an increase of 726 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.
- (3) The Engineering Specification Section will incorporate the above change in Detail Specification ZD-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement. The redesignated Specification is to be made available for the customer by 1 August 1960.

gcf
ELM:b

Log No: 2081

D. H. Digges
D. H. Digges
Manager of Contracts

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 July 1960

S.O. No: 880-23-3

Reference: (a) Wire, G. Smidt to R. B.
Carothers, dated 18 July 1960
(602148)
(b) Wire, D. H. Digges to G. Smidt,
dated 8 July 1960
(c) MCL No. 13,055

W.O. No: 30,000 Series

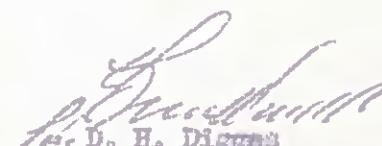
ALASKA AIRLINES - TWELVE PLACE LOUNGE, INSTALLATION OF

- (1) Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), for the installation of a twelve place lounge in the one (1) Alaska Airlines Model 22M aircraft. Accordingly, all departments concerned are directed to proceed with the change outlined in Reference (c).
- (2) This change results in an increase of 58 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.
- (3) The Engineering Specification Section will incorporate the above change in Detail Specification ZD-22-323, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement. The redesignated Specification is to be made available for the customer by 1 August 1960.

45C

RIM:b

Log No: 2080


D. H. Digges
Manager of Contracts

CONVAIR-San Diego

SALES ORDER

Sold to: Alaska Airlines, Inc.
2320 Sixth Avenue
Seattle 1, Washington

Date: 20 July 1960

Reference: (a) Wire, G. Sintt to R. B.
Carothers, dated 18 July 1960
(602148)
(b) Wire, D. H. Digges to G. Sintt,
dated 8 July 1960
(c) MCL No. 13,054

S.O. No: 880-23-2

W.O. No: 30,000 Series

ALASKA AIRLINES - CENTER SECTION FUEL, INSTALLATION OF

- (1) Alaska Airlines has accepted, as evidenced by Reference (a), our proposal, Reference (b), for the installation of three bay center section fuel in the one (1) Alaska Airlines Model 22M aircraft. Accordingly, all departments concerned are directed to proceed with the change outlined in Reference (c).
- (2) This change results in an increase of 520 pounds per aircraft in the guaranteed weight empty with no effect on performance or delivery schedule.
- (3) The Engineering Specification Section will incorporate the above change in Detail Specification ZD-22-Y23, now being prepared for Alaska Airlines, which, by Change Order No. 1, will be substituted for the Detail Specification set out in the Purchase Agreement. The redesignated Specification is to be made available for the customer by 1 August 1960.

5 SC

ELM:b

Log No: 2013

D. H. Digges
D. H. Digges
Manager of Contracts

*Revised: 27 July 1960

SALES ORDER

Date

SO No: 880/4444-2

WO No: 30,000 Ser#

Customer: Alaska Airlines, Inc.
2420 State Avenue
Seattle 1, Washington

Reference: (a) Purchase Agreement between General Dynamics Corporation, Convair Division and Alaska Airlines, Inc.
(b) Sales Order 880-0-208

SALE OF ONE (1) MODEL 22M AIRCRAFT TO ALASKA AIRLINES, INC.

(1) The Purchase Agreement has been executed by Alaska Airlines covering the sale of one (1) Model 22M aircraft as described in Detail Specification Report No. ZD-22-100 dated 1 November 1959 together with Addendum III dated 10 May 1960 describing certain changes to the aforementioned Specification.

(2) The aircraft described in paragraph (1) is scheduled for delivery to the customer as follows:

<u>Month of Delivery</u>	<u>Number of Aircraft</u>
April 1961	One (1)

(3) The aircraft described in paragraph (1) represents one of the three Specification Model 22M aircraft scheduled for delivery in April 1961 in accordance with the reference (b) sales order. The reference (b) sales order will be revised immediately to reflect a reduction of one (1) Model 22M Specification aircraft in accordance with this sales order.

(4) Place of delivery of the Alaska aircraft shall be San Diego, California, with expenses of or in connection with flyaway from San Diego, California, to be borne by Alaska.

(5) Customer Service, in consultation with the Engineering and Light Department, shall prepare and deliver all handbooks, information and parts in quantities and at the times set out in Article 11 of the Purchase Agreement.

(6) Customer Service Department shall prepare a ground training program for Alaska and will work with the customer together with Commercial Contracts to assist with each proposal. Customer Service will furnish Alaska the services of Flight Service Representatives as specified in Article 11 of the Purchase Agreement.

CONVAIR 340

SALES ORDER

*Revised: 27 July 1960

Date: 27 June 1960

SO No: 880 5/1/1-2

WO No: 30,000 Ser#

Alaska Airlines, Inc.
2540 Sixth Avenue
Seattle 1, Washington

Reference: See page one

(7) Agent Department shall propose a ground and flight pilot training program for Alaska. Such proposal to be agreed upon with the customer in conjunction with Commercial Contracts.

(8) Further information pertinent to Buyer furnished engines, spares, customer version number and other peculiar contractual matters are anticipated within a few days and by revision to this sales order the additional information will be distributed.

(9) Those concerned are hereby informed that the General Electric Model No. CJ805-3K engines plus thrust reversers and sound suppressors will be furnished by Alaska Airlines to Convair. Said engines, thrust reversers and sound suppressors shall be delivered to Convair f.o.b. General Electric Company's plant at Evendale, Ohio, and the cost of shipping said engines from Evendale to San Diego, plus the cost of any necessary containers or shipping stands, will be paid by Convair.

(10) Spare parts, provisioning and negotiations shall be carried out by Service Parts in accordance with Article 4(a) of the Purchase Agreement.

✓ *Revised to change SO No. and to add
Paragraphs (9) and (10).

*D. H. Digges
Manager of Contracts*